

bs. F. IX-A.

Previous References. 7-12-217/4
445-46.

1945-46.

CB.

File No.

217/844

Serial Nos.

Later References.

P

Ms. ne seen

GENERAL AND REVENUE SECRETARIAT

Serial Nos.

Feb. 1946

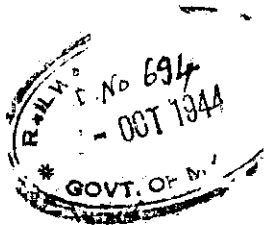
Part B for

~~Nov 1945~~

SUBJECT

Bhatkal Harbour Schemes

802



DEWAN'S MINUTE

FILE No.

194

gm 60/10/44

Bangalore,

8th, October 1944.

27/9

Transfer of Bhatkal Harbour to the Government,
of Mysore.

I shall be glad if the latest correspondence relating to the above subject, regarding which a resolution was unanimously passed in the Dasara Session of the Representative Assembly, is put up.

Railway Secretary

DEWA

Shro' chief secy
KM 9/10/44

3) W/P 9/10/44

4) Relevant files are ~~Mark~~ put up
 2) Dewan) $\text{Km } 9 \frac{10}{11}$

4) we have to pursue this question.
 The Minister for P.W. & Sanitation will perhaps
 be good enough to consult the officers concerned
 and Mr. R.N. Nizga and suggest the line of
 action to be taken

56
 694

He is I believe
 associated with
 the Ry. & Sanitation
 sub-committee.

OFFICE OF THE MINISTER
 FOR PUBLIC WORKS
 218 ULF, 1044
 No. 3178

8) Minister P.W. & S
 with compliments

9/11
 Please ask Mr. 22/10/44
 Nizga to see Mr. 20/11
 3.11.44

1) D.O. to Mr. Nizga.
 $\text{Km } 3 \frac{11}{12}$

11) Drafts sent

4/4 R.N. Nizga
 11/11

Done.

Dewan's Minute

Bangalore, 18th Nov. 1944

We have not yet heard from Mr. Waugh, Secretary, Supply Department, nor received a copy of the minutes of our meeting on the 18th October 1944. I therefore propose to write to him on the lines of the draft, kept below, and will be glad to have the suggestions of the Minister.

Intd. N.M.

Dewan.

Minister for P.W & Industries with compliments.

I agree.

We may also suggest to Mr. Waugh to arrange for a conference of the representatives of Mysore, Cochin and Travancore (with a representative of Government of India) regarding Bhatkal harbour:

Sd/- J.M.I.

21-11-44

Dewan) C.E.N.

21-11-44

The draft letter to Mr. Waugh may be issued and the papers submitted to H.H. after circulation.

Re : Bhatkal harbour we have to take up the matter with another department (War Transport Department) of Govt. of India. Papers may be put up.

Intd. N.M.

24/11.

14th Nov perhaps be sent to C.B.
for taking further action re: Bhatkal Harbour.

22/12/44

C.B.)

15 ~~Sub~~ for orders as to the further action to be taken in the matter.

16 Mr P.H. Krishnamoorti is engaged in the preparation of a note on the subject, required by the Dewan. If approved, it may be awaited.

[Signature]
7/12/46

17 *[Signature]*
Mr.

ch. Sg. J.

18 Please see me -

WJ 7/12/46

4746.

This has been
referred to Dewan.
[Signature]

[Signature]
7.12.46.

Subject:--

BHATKAL HARBOUR SCHEME.

Opinion of the Council.

19. The draft letter to the Residency suggesting the holding of a Conference, for the further examination of Bhatkal Harbour Scheme is approved.

(Sd) N. MADHAVA RAU

Dewan of Mysore.

"EXTRACT"

W. S. Sampath Kumar
Chief Secretary to Government.

6

Submitted to His Highness.

10. The time is now considered opportune to reopen the question of securing an outlet to sea at the Bhatkal Port. The project has been investigated in the past but requires re-examination in the light of present conditions. It is proposed to address the Residency suggesting that a conference of the representatives of the Governments concerned might be called to settle the preliminary issues. The subject was informally considered at a meeting of Council held to-day and it was agreed that the Residency might be addressed in terms of the draft letter, to which I solicit His Highness's gracious approval.

N. M. S. R. A. N.

D E W A N.

Bangalore,

2nd January 1944

Record of Cases submitted for the Orders of
His Highness the Maharaja.



Subject.

Draft letter to the Residency on the
proposal to reopen the question of securing an
outlet to sea at the Bhatkal Port.

578

Order.

FN.
4/11/45

C.S.
5/1/45

5/1/45

SUBJECT:—

Draft letter to the Residency on the proposal to reopen the question of securing an outlet to sea at the Bhatkal Port.

(*)

14. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Ministers for perusal after the issue of orders.

16. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after, to the Chief Secretary for circulation to the Ministers.

17. In all other cases, the files will first be circulated to the Ministers at Headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders. (Vide Rules 14, 16 and 17 of the Subsidiary Rules of the Mysore Government Business Rules.) (*)

W. D. Ananthanarayana
Chief Secretary to Government.
S. I. P. S.

Through the Secretary to Government,

.....Department

Minister for Revenue and Law. (Seen)

✓ Minister for Public Works and Industries. J. P. S. 8.1

Minister for Local Self-Govt. and Public Health.

(on deputation).

Minister for Food and Civil Supplies. M. S. 11.1

C. B.

W. P. 12.1.1. P. S.

WD 01413 - GBP - 500 - 29-11-44

NOTE.—Contn. sheet

S. M.

Anna Noddy.
62
671.

2547/C.B. Sates 6th gang 1945

5084
8.1.45

5262
9.1.45

Letter No. 2547/C.B. Dated 6th Jan'y 1945 to

The Secretary to the Honble the Resident in Mysore

B.G. No. 1500/one Dated 17th Jan'y 1945 to

The Governor of Bombay

B.G. No. 1501/one Dated 17th Jan'y 1945 to

Siv Bhakshmi Kate Misra, Mumbai, Ry Bd., New Delhi.

22

22 Semi official correspondence with the Gen Manager, ending with Mr. Officer's letter No. 82 dated 7th February 1945 is kept below.

23 As suggested by Mr. Rangachar a further letter (draft appended) may be sent to the Secy to Resident drawing attention to the Railway aspect of the project.

24 Mr. Rangachar is being asked to prepare a note for Mr. N. Roy and send a copy of it to us for record in the Sect.

OFFICE OF THE MINISTER
 FOR
 12 FEB 1945
 No. 6026

Minister P. W. & I

With Complts

WCC

9/2/45

Chuf. Secy

25

12.2.45
 ISSUE

WCC

9/2/45

13/2/45

3365
CB

Shimoga-Bhatkal Ry. + Bhatkal CB
of Harrow. Page. 14230.

Continuation Sheet.

File No.
Current No.

26 For perusal.

Ry. Ry.

LD
157

KW 15 2/45
LD

Secret Letter DD No. R.F. 228-42/Pot. of
April 14th from the Secy to the Resident, Mysore.
in the cu^u stated, that the report of the Departmental
Comm²² set up by the C. of D. may be awaited.

Subd for perusal.

(Min. P.W.)
& Dewan

14/4/25

Submitted to His Highness.

Zx u
M
With His Highness's gracious approval, a letter was addressed to the Residency on the 6th January 1945 suggesting that a conference of the representatives of the Government of India, the Government of Bombay and the Government of Mysore be convened to consider the question of the reinvestigation of the Bhatkal Harbour Project. A reply has been received from the Residency stating that the question of the capacity of the major ports in India and the need for other large or moderately large ports for dealing with India's overseas trade requirements is under the consideration of a Departmental Committee and that the best course would be to await its report. The letter received from the Residency is submitted for the gracious perusal of His Highness.

N. M. S. D. S. S.

DEWAN.

Bangalore,
16th April 1945.

Record of Cases submitted for the Orders of
His Highness the Maharaja.

30



Subject.

Residency letter dated the 14th April
1945 on the question of the reinvestigation
of the Bhatkal Harbour Project.

801

31)

Order.

W.V.
19/4/45.

32) C.S. /
33) WP 25/4/45 26/1/45

22/6/45
Py

e 858.

SUBJECT:—

34) Residency letter dated the 14th April 1945 on the question of the reinvestigation of the Bhatkal Harbour Project.

(*)

14. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Ministers for perusal after the issue of orders.

16. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after, to the Chief Secretary for circulation to the Ministers.

17. In all other cases, the files will first be circulated to the Ministers at Headquarters and then sent to the Secretariat concerned for the issue of orders.

35) Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders. (Vide Rules 14, 16 and 17 of the Subsidiary Rules of the Mysore Government Business Rules.) (*)

W. S. S. S.
Chief Secretary to Government.
25/4/45

Through the Secretary to Government,

~~Railway~~.....Department.

36) Minister for Revenue and Law. (on deputation)

37) Minister for Public Works and Industries.

W. S. S. S.
26.4.45

38) Minister for Local Self-Govt. and Public Health.

W. S. S. S.
1.5.45

39) Minister for Food and Civil Supplies.

(on leave)

40) Ry. Secy.)

W. S. S. S.
25/4/45

41) *W. S. S. S.*
25/4/45

Serial
No.

D.O. letter no. R. F. 298-42 / Pt. dated 17th

September 1945 from the Secretary to the Resident forwarding a copy of the Report of the Port Development Committee.

42) Submitted for perusal with the main file.

cont
17.9.45

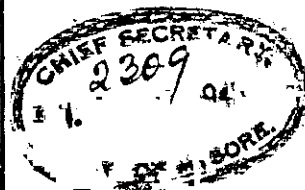
43) Reference is invited to the letter d. 14.4.45 from the Residency.

44) The report of the Departmental Committee is to be placed before the Policy Committee on Transport and referred to the Provincial Govt. and States likely to be interested, for comments in connection with their plans for post-war development generally and for minor ports in the interest of Coastal shipping. (If the report shows an investigation of traffic problems affecting railways to be necessary, further investigation on this point will have to be undertaken.)

45) The Report now received is for perusal. It is for consideration if this question may be examined by the Post-war development Section or the Railway Sectt. on the

Serial
No.

Administrative & technical aspects
re: ~~the~~ establishing the need for
the Bhatkal Harbour by facts &
figures. (After this is done,
the Political aspect may be
considered)



Qd
17/9

46) Chief Secy.

47) The Report of the
Departmental Com^r is for perusal.

48) The development of minor ports
appears to be included in item (c) of
the terms of reference. Particular note
is invited to Para 15, where the Com^r
has made certain general comments on
the development of ports.

49) Dewan
& Min P.W.)

WT

19/9/45.

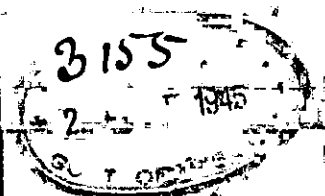
50) Dewan's int^m.

51) A soft letter to the
Rend^g may be put up.

WT

2/10/45.

52) Draft to Resy. put up.



53) Chief Secy.
19/10

54) Dewan

WT 2/11/45

Submitted to His Highness.

56) The question of the reinvestigation of the Bhatkal Harbour Project is under correspondence with the Government of India. With my Submission Note dated the 16th April 1945, I submitted for His Highness's gracious perusal a letter dated the 14th April 1945 received from the Residency stating that the question of the capacity of major ports in India and the need for other large or moderately large ports for dealing with India's overseas trade requirements was under consideration of a Departmental Committee and that the report of the Committee might be awaited.

57) The report of the Committee has since been received. The Committee has arrived at certain general conclusions regarding the development of ports in India, which are extracted below:-

- " 12. (a) The comparison of the estimates of post-war traffic at each port with the present estimated capacity would prima facie appear to lead to no other conclusion than that the present capacity of the major ports will be adequate in the years immediately succeeding the end of the war against Japan.
14. (a) Judging by the figures presented earlier there are, on the face of it, small grounds for suggesting that more ports are required in India for dealing with overseas trade requirements, specially after necessary improvements have been effected in the old-established major ports and the newer ones have been more fully developed. But the Committee do not feel justified in merely giving a negative reply to the third of their terms of reference. The distances between the existing ports, as shown in paragraph 2 above, are great, and an allowance of seven big ship ports over a coast-line of about 3000 miles is hardly adequate for an industrially ambitious country looking forward to all-round development on a large scale.
15. (a) More deep-sea ports may be needed on the coast of India to meet anticipated expansion of trade, and in particular one of easy access to large ships on the East coast; but the figures of expected trade do not by themselves justify more ports;
(b) requirements can be met either by expansion of present ports or by development of new ports, location depending on the industrial plan;
(c) if and when new ports are planned they should be developed in the first place as minor ports, mainly for the use of coastal traffic, before being laid out to meet the demands of large-scale overseas trade."

88) It is proposed to address the Residency once again requesting that, while considering the report of the Committee, the special needs of Mysore State and the surrounding area may be taken into account in connection with the proposal for the reinvestigation of the Bhatkal Harbour Project. I solicit His Highness's gracious approval to the Residency being addressed in terms of the draft submitted herewith.

A. M. S. Hanuman

Mysore,

DEWAN.

12th November 1945. .

Record of Cases submitted for the Orders of
His Highness the Maharaja.

Subject.

59) Proposal to address the Residency
on the proposal for the reinvestigation of
the Bhatkal Harbour Project.



HH file
No. 366

365

60) Order.
J.N.
12/11/45.

61) Chief Secy.

9/11/45

14/11/45

62) WOT 15/11/45

2261 ~~10/11/45~~
Ry.

C 391-45

General and Revenue
Secretariat.

SUBJECT:—

63) Proposal to address the Residency on
the proposal for the reinvestigation of the
Bhatkal Harbour Project.

64) Circulated to Council of Ministers for perusal of His
Highness' orders before/after issue of orders.

W. Damodaram
Chief Secretary to Government.
15/11/45

Through the Secretary to Government,

Public Works Department

For perusal before issue of the order to the Resid.

65) Minister for Revenue.

66) Minister for Agriculture.

67) Minister for Education and Public Health.

70) Minister for Law.

71) Minister for Public Works.

72) Secy
10/11/45

WD 0555-GPB-500-28-9-45

67) C.S.
(I will be glad if in due
course I can have a look
at the report of the sub-dept.
of Port Devt. Committee)

Letter to the Residency

M. 1967/C.S. 220-44-7

19.11.45

Report of the Inter-Dept. Port
Devt. Committee is placed before

NOTE:— Contn. sheet
This may be detached
the file & sub for the perusal of
the Min Rev & when done with.

1/12/45

30/11/45
12/12/45

Letter No. 775 dated 4.3.1946 from the General Manager, Mysore State Railway, Mysore, to the Secretary for Railways, Government of Mysore, Bangalore.

Re: Bhatkal Harbour Scheme

With reference to your letter No. R.S.2139 dated 18th February 1946 regarding the meeting of the Ports (Technical) Committee, I have the honour to state that I arrived in Bombay on the 25th February. I had a preliminary telephone conversation with Sir Godfrey Armstrong, the Chairman of the Committee.

2. On the 26th February, the Committee met me at 11 a.m. in the Indian Merchants' Chambers and I enclose herein a report of the deliberations of the Meeting. It will be seen from this report that the Committee seem to have come to the conclusion that the construction of an up-to-date harbour at Bhatkal is possible and feasible. They, however, wanted an up-to-date report with such data as are available giving an estimate of the volume of traffic in different commodities that is likely to be handled at the Port at present and the financial prospects of the scheme. The Committee wanted this and other details mentioned in para 10 of the report by about the 20th of March to enable them to consider the question at a meeting to be held in Madras in April. Necessary action in this connection has to be taken and I am addressing you separately in this matter.

' C O P Y '

Singh/



*Recd
26/1/45*

GOVERNMENT HOUSE
BOMBAY

2205
January 1945.

Dear Mr Madhava Rau

I am directed to acknowledge with
thanks your confidential demi-official
letter No.1500/one of the 17th January,
addressed to His Excellency the
Governor, and its accompaniments.

Yours *Sincerely*

Shyam

Pradhana Siromani
N. Madhava Rau, C.I.E.,
Dewan of Mysore,
Bangalore.

*File with the Dewan
26/1*



C/220-44-4

D.O. No. ME/1.

RAILWAY DEPARTMENT.
(Railway Board.)

New Delhi, Jany 23, 1945.

My dear Mr. Madhav Rau,

Thanks for your confidential d.o.

No. 1501 of 17th Jany 1945 which I have read with great interest. The request as worded does not involve any railway project at all and I am not sure whether the Railway Board would come into the picture at this stage. In any case you may rest assured that any request made to the Board in this connexion will receive their most careful consideration

With kindest regards.

Yours sincerely,

L. P. Amaro

N. Madhav Rau Esq., C.I.E.,

Dewan of Mysore,

Bangalore.

initials

37/1/45

In case the letter may be put up
to the Railway Board
for their consideration

Cou d l
No. P.O. 1586
three.

(1)

Bangalore,

31st January 1945.

Bhatkal Harbour and Bhatkal-Shimoga Railway Scheme.

Dear Mr. Rangachar,

With reference to our conversation on the telephone to-day, I send herewith copies of

- (1) Letter dated the 6th January 1945 to the Residency,
- (2) Letter dated the 17th January 1945 from the Dewan to Sir Lakshmipati Misra.
- (3) Letter dated the 23rd January 1945 from Sir Lakshmipati Misra.

The Dewan has instructed that in consultation with you, another letter might be put up so as to bring the railway project also into the proposals.

Yours sincerely,



H. Rangachar, Esq., M.A.,
General Manager, Mysore State Railway,
MYSORE.

DRAFT.

No. 2547/C.B.

27.6.1945.

CONFIDENTIAL

CB 220-44-1

From:

The Chief Secretary to the Government of His Highness
the Maharaja of Mysore, Bangalore.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

THE BHATKAL HARBOUR and THE BHATKAL - SHIMOGA
RAILWAY SCHEME.

I am directed to refer to correspondence resting with
the Hon'ble the Resident's D.O. letter No.R.F.298-42/Pol. dated
C.B 98-42-3
the 14th December 1942 to the Dewan of Mysore, on the above sub-
ject. The Government of Mysore have been endeavouring for a
long time to secure an outlet to the sea at the port of Bhatkal
on the West Coast and feel that the time is now opportune for a
re-examination of the subject in the light of present conditions. The
investigations and negotiations that have been made in the past
in this connection are briefly recapitulated below.

The foreign trade of Mysore is of considerable magnitude,
but as the State is land-locked, it suffers from the handicap of
having to transport goods over long distances by rail. Bombay is
about 700 miles and Marmagaoa over 400 miles by rail from the in-
dustrial and commercial centres in the State, while the sea coast
on the west lies within a short distance from the State's frontier.
Bhatkal, which is about 14 miles from the Mysore frontier, is
situated in the North Canara District of Bombay Presidency near a
point where the boundaries of the Bombay and Madras Presidencies

Presidencies and of the Mysore State meet. The British territory lying between the sea coast and the Mysore frontier is narrow and it is believed that the port can be developed to serve the requirements of ^{the} trade of Mysore and adjoining British Indian territory.

At the request of the Mysore Government, Sir Francis Spring, Chairman of the Madras Port Trust investigated in 1915 the question of constructing a harbour at Bhatkal. He was of opinion that an outer harbour where vessels lying at moorings could work their cargoes between ship and shore by means of 40 to 100 tons lighters might be constructed. The cost of the scheme was estimated roughly at Rs.170 lakhs. He did not think that an inner harbour in which vessels could lie alongside the quays was practicable at reasonable cost on account of the hard rock which he believed to exist below the surface of the creek. As a less ambitious scheme, he thought that some improvement of existing conditions could be made at a cost of about Rs.50 lakhs to allow lighters to shelter in the creek and carry goods and passengers between the shore and the small coasting steamers anchored outside without shelter.

As the estimated cost of an outer harbour was considered prohibitive, the feasibility of an inner harbour was further investigated. In 1917, Sir Frederick Sprott, Chairman of the Bombay Port Trust and Mr. A.C.W. Fosberry, Deputy Chief Engineer, Bombay Port Trust, recommended a scheme for an outer enclosure of an area of 13 acres at sea and an entrance therefrom to an inner basin of $2\frac{1}{2}$ acres to accommodate 4 Suez canal size steamers and a subsequent enlargement of the basin in the creek to accommodate

accommodate 9 Suez Canal steamers, at an estimated cost of Rs.107 lakhs. While Sir Frederick Sprott was not quite sure if there would be sufficient traffic to keep the port busy, he said that there would be no difficulty in the construction of the harbour from an engineering point of view.

An alternative scheme for building a small dock with a protected entrance was prepared by Mr. H.D. Rice of the Mysore Public Works Department who was at that time Superintending Engineer-in charge of the investigations, at an estimated cost of about Rs.60 lakhs. The main outlines of the scheme were endorsed by Mr. Fosbery of the Bombay Port Trust.

Mr. A.G. Lyster of the firm of Sir James Wolfe Barry Lyster and Partners, Consulting Harbour Engineers of London, was consulted on all these schemes. He did not approve of any of them but suggested two alternative schemes, the first providing for a dock to be located in the creek immediately to the east of the Light House Hill, and the second placing the dock inland about half way between the Light House Hill and the town of Bhatkal. The first scheme was estimated to cost about Rs.144 lakhs and the second about Rs.170 lakhs. Both the schemes could be executed in two instalments, the completed dock in either case being capable of dealing with 2,300,000 tons of cargo which would not only pay for the maintenance, interest and amortisation charges but also leave a substantial net profit.

The construction of a railway to connect Bhatkal with a railway line from Shimoga was also considered. The total strength length of the proposed railway was 111 miles of which the first

first 63 miles were to be constructed, irrespective of the harbour scheme, for the development of the malnad area in the State. The construction of the remaining 48 miles was estimated to cost Rs.67 lakhs.

A traffic survey was also made in 1919 by Mr. H. Rangachar who is at present General Manager of the Mysore State Railway. He estimated the traffic that would find its way to the harbour at about 200,000 tons annually.

A formal request was made in 1916 by the Government of Mysore for permission to develop a port at Bhatkal and construct a railway thereto from the Mysore frontier. In January 1917, a conference was held under the presidency of His Excellency the Governor of Bombay at which the Hon'ble the Resident in Mysore and the Dewan of Mysore were also present. The Government of Bombay had no objection to the establishment of a port at Bhatkal and the construction of a railway by or on behalf of the Mysore Government. They were also willing to grant or acquire the lands required for the harbour and the railway, but they were unwilling to cede jurisdiction of any kind to the Government of Mysore over the harbour area and the railway lands. The negotiations were inconclusive as the Government of Mysore felt that without jurisdiction the other concessions would lose much of their value and importance.

The subject was informally discussed in 1923 by the Dewan of Mysore with His Excellency the Viceroy, but as the Government of India seemed doubtful whether the project would be a successful proposition from the commercial and financial points of view and were reluctant to commit themselves to a decision on the

the question of jurisdiction, the matter was not pursued.

Two years ago, in reply to an enquiry from the Dewan, the Hon'ble the Resident stated (D.O.No. RF. 298-42/Pol. dated the 14th December 1942) that the Government of Bombay were not interested in pushing through the development of the Bhatkal Port at present and that they did not consider it advisable to resume consideration of the scheme till normal conditions are restored.

Meanwhile, the subject has come into prominence again in connection with the schemes for post-war reconstruction. At the recent session of the Mysore Representative Assembly a resolution was passed urging the Government of Mysore to pursue the scheme. The whole project, however, needs re-examination in the light of present conditions. A part of what would have been the Shimoga-Bhatkal Railway has been constructed, the railway line having been extended from Shimoga to Talguppa, a distance of 60 miles. The Mysore Iron and Steel Works, the Mysore Paper Mills and the Cement Factory have been established in Bhadravati which is about 120 miles from Bhatkal. A big Hydro-Electric Scheme is in progress at Jog which is about ⁸⁸~~100~~ miles from Bhatkal. It is proposed to start certain industries in this area. These are factors to be taken into consideration in determining the commercial possibilities of the harbour scheme. It is believed that considerable advance has been made in the technique of harbour engineering and, with the use of electric power, it is possible that the cost of construction might not prove prohibitive.

In view of these considerations, the Government of Mysore feel that the subject could, with advantage, be re-investigated with

with the help of the data already collected and in the light of present day conditions. The question of developing smaller ports to serve post-war needs is mentioned in the Second Report on Reconstruction Planning issued by the Government of India in October 1944. On page 31 of the Report, it is stated as follows.--

"To cope with the increase of coastal shipping after the War, it is a matter for investigation whether more harbours should be constructed or whether it would not be a wiser policy to spend money on modernising and developing smaller ports. This is a question which would have to be considered by a body of experts with reference to physical possibilities, railway facilities and hinterland situations. War time developments of major ports will probably be more than ample for India's peace time needs at these ports."

The re-investigation of the Bhatkal Harbour Project would thus be in line with the more extended enquiries which the Government of India propose to undertake as to the possibility of developing smaller ports in India generally.

This Government are of opinion that the best way of coming to a settlement on preliminary issues would be to call a conference of the representatives of the Governments concerned. I am to request that, if the Hon'ble the Resident sees no objection, the Government of Bombay and the Government of India may be moved to agree to the holding of such a conference at an early date.

ru
—

I have etc.,

W
Chief Secretary to Govt.

Confidential.

Bangalore,

D. O. no. 1500/one.

19th January 1945.

Dear Sir John Colville,

At the interview which I had with Your Excellency in December last, I spoke about the Bhalkal Harbour and Railway Project which has been under contemplation for a long time. A letter has been addressed to the Hon'ble the Resident in Mysore suggesting that the question may be reinvestigated in the light of present conditions and that a Conference of the representatives of the Government of Bombay, the Government of India and the Government of Mysore be convened to exchange views on the preliminary issues and the best method of approaching this question. The proposal will doubtless be submitted to Your Excellency officially in due course, but in the meantime I enclose for favour of Your Excellency's perusal a copy of the letter to the Residency.

Yours sincerely,

Sd. N. Madhava Rao.

His Excellency

The Right Hon'ble Sir John Colville, G.C.I.E., T.D.,
Governor of Bombay,
BOMBAY.

CB.
105
17/1/45
2

D.O. no. 1501/one.

Confidential.

=====

Bangalore,

17th January 1945.

Dear Sir Lakshmipati Misra,

When I met you last I spoke to you about the Bhatkal Harbour and Railway Project which has been under the contemplation of the Government of Mysore for a long time past. It is now considered opportune to reinvestigate the question in the light of present conditions. I enclose for your reference a copy of a letter addressed to the Mysore Residency suggesting that a conference be arranged to settle the preliminary issues. I shall be grateful if, when the proposal comes before the Railway Board, sympathetic consideration is given to it.

With kind regards,

Yours sincerely,

Sd. N. Madhava Rau.

Sir Lakshmipati Misra,
Member, Railway Board,
NEW DELHI.
10000 10000 10000 10000

I. RANGACHAR, M.A.,
General Manager.

D.O. No. P.C. 82
Confidential.

GENERAL MANAGER'S OFFICE.
MYSORE STATE RAILWAY.

Mysore, 7th February 1945.

Dear Mr. Narasimha Murthy,

3355
CP

Re: Bhatkal Harbour and Shimoga-Bhatkal
Railway.

*Submits (with reference)
for order.*

9.2.45.

affirmed

I acknowledge with many thanks the receipt of your D.O. No. P.O.1564 dated the 31st January 1945 on the above subject, together with the enclosures mentioned therein. I am enclosing herein the draft of a further letter to the Residency which may issue, if approved. If any further changes or additional information is required, please let me hear and I shall be glad to furnish the same.

2. In this connection, I wish to state that when I was at Delhi last, I discussed this subject of Bhatkal Harbour, according to the instructions of the Dewan, with Sir Lakshmi-pati Misra, Member (Engineering), Railway Board. At Sir L.P.Misra's instance and as suggested by him, I met Sir S.N.Roy Secretary of the War Transport Department, the Department which deals with the question of Ports, Harbours, etc. I explained the scheme briefly to Sir S.N.Roy and he evinced great interest in it. As he knew nothing of the history of this project, he asked me to send him a note explaining the project with a brief resume of the correspondence that has taken place so far. I informed the Dewan also of this on my return from Delhi. I shall be obliged if you would kindly obtain the orders of the Dewan if I may prepare and send a note, together with the copies of letters now sent by you, with a personal letter to Sir S.N.Roy requesting his good offices in the matter. If required, the copy of the note I propose sending will be submitted for perusal before issue.

yg

3. There is a meeting of the General Managers with the Railway Board fixed for the 14th and 15th of March. When I go to Delhi in this connection, I shall have a further talk with Sir S.N.Roy. Kindly let me hear.

Yours sincerely,

[Signature]

To
C.Narasimha Murthy, Esq., M.A.,
Private Secretary to the Dewan,
Camp - Mysore.

CONFIDENTIAL.

No 123

Mysore,

9th February 1945.

Dear Mr. Rangachar,

I have submitted to the Dewan
your ~~letter~~ D.O. letter No.P.C.82 dated
the 7th February 1945 enclosing a draft
of a further letter on the Bhatkal
Harbour and Shimoga-Bhatkal Railway.
He has approved of your proposal to
your sending Sir S.N. Roy a note on the
subject. A copy of the note may be
sent to the Dewan for perusal before it
is sent to Sir S.N. Roy.

Yours sincerely,

H. Rangachar, Esq., M.A.,
General Manager, Mysore State Ry.,
M Y S O R E.

m 9/2/45

DRAFT.

From

2796/CB 220-44-5
The Chief Secretary
to the Government of
H.H. the Maharaja of Mysore,
Bangalore.

To

The Secretary to the Hon'ble the Resident
in Mysore, Bangalore.

Sir,

Shimoga-Bhatkal Railway and
the Bhatkal Harbour.

I am directed to invite reference to my letter No. 2547/C.B. dated 6th January 1945 on the above subject and to give below further available details in regard to the Railway Project to connect the proposed Bhatkal Harbour with the Mysore State Railway System.

According to the survey conducted by Mr. H.D.Rice, Superintending Engineer, Mysore Railways, the length of the Metre Gauge Railway from Shimoga to Bhatkal Harbour is 109.44 miles and the capital cost then estimated was approximately Rs.110 lakhs. Of this Railway, 62.1 miles from Shimoga to Talaguppe have since been completed and opened for traffic, leaving about 47 miles yet to be constructed to reach the Bhatkal Harbour. Over 12 miles of the proposed Railway will be in the North Canara District of Bombay and this section will of course be constructed by the Government of Mysore and worked as an integral part of their Railway System. The Railway and the Harbour is thus a combined single project and in view of this I am to request that the Conference of the Representatives of the Government, suggested in the concluding para of my letter No.2547/C.B. dated 6th January 1945, may also include a representative of the Railway Board.

I have the honour to be,
S i r,
Your most obedient servant,

12R
new
Chief Secretary
to the Government of Mysore

H.H 802 ✓ GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

No.

General and Revenue Secretariat,

Bangalore dated 13th February 1945....

FROM

*The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.*

TO

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

SIR,

Subject:- Shimoga-Bhatkal Railway and the Bhatkal Harbour.

I am directed to invite reference to my letter No.2547/C.B. dated the 6th January 1945 on the above subject and to give below further available details in regard to the Railway Project to connect the proposed Bhatkal Harbour with the Mysore State Railway System.

According to the survey conducted by Mr. H. D. Rice, Superintending Engineer, Mysore Railways, the length of the Metre Gauge Railway from Shimoga to Bhatkal Harbour is 109.44 miles and the capital cost then estimated was approximately Rs.110 lakhs. Of this Railway, 62.1 miles from Shimoga to Talaguppe have since been completed and opened for traffic, leaving about 49 miles yet to be constructed to reach the Bhatkal Harbour. Over 12 miles of the proposed Railway will be in the North Canara District of Bombay and this section will be constructed by the Government of Mysore and worked as an integral part of their Railway System. The Railway and the Harbour is thus a combined single project, and in view of this I am to request that the Conference of the Representatives of the Government, suggested in the concluding para of my letter No.2547
C.B.

P.T.O.

2.

dated the 6th January 1945, may also include a representative
of the Railway Board.

I have the honour to be,

Sir, &c

Your most obedient servant,

Chief Secretary to Government.

DRAFT

D.O.No.R.S.

dated

Dear Mr.Mirza,

I am desirèd to re-
quest you kindly to make it
convenient to see the Minis-
ter for P.W. & I. before ^{the Board}
on ~~your~~ ^{the} 11th inst.

Yours sincerely,

[Handwritten signature]
4/11/44

[Handwritten mark]

[Handwritten mark]

RajasevaPrasakta
R.N.Mirza, Esqr., B.E.&c.,
Retd. G.M., M.S.Ry.,
22, Grant Road,
C & M Station,
Bangalore.

Letter No.2993-95/RA, dated, 23rd Novr., 1944,
from the Secretary, Mysore Legislature, Bangalore, to
the Secretary to Government, Development Department.

====

Under rule 49 of the Mysore Legislative Rules,
I have the honour to state that the resolutions noted
below were passed by the Representative Assembly at the
meetings held during the Dasara Session, September-
November 1944:

XX

XX

2. This Assembly recommends to the Government of
His Highness the Maharaja that immediate and
proper arrangements be made to increase the
sea-borne trade in Mysore through Bhatkal
sea-port which is very near to Mysore and is
situated on the West Coast of India with a view
to promote the trade and industry of Karnataka.

Mover: Mr. M. Shankar Linga Gowda (Nagamangala
-- Rural).

2960
15.1.45

(E x t r a c t)

May be sent
to the C.B. for necessary action

C.B.)

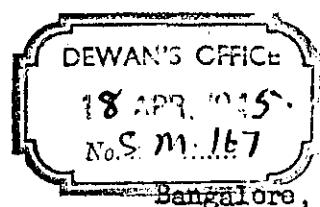
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15/1

15/1

KRG.
13.1.45.

and from
Saffron Salt
13.1.45

DEWAN'S MINUTE

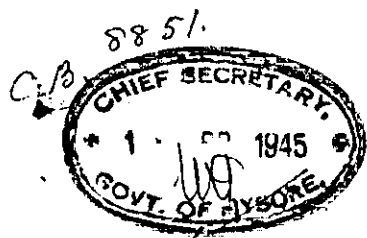


FILE No.

194

17th April 1945.

18



In continuation of Memo No.166 dated 16th April 1945, I send here-
with an extract from a letter dated the 8th April 1945 received from
Mr. H.D. Rice regarding the Bhatkal Harbour Project, for being placed in the
connected file.

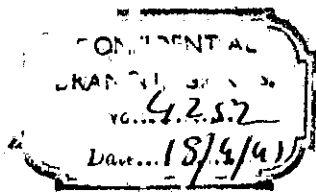
nu
DEWAN.

Chief Secretary)

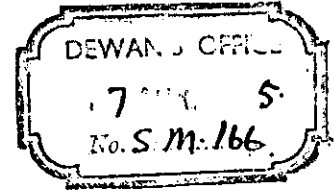
Extract from letter dated 8th April 1945 from Mr.H.D.Rice,
23, Elm Park Court, Pinner, Middlesex, England, to the Dewan.

I received your air mail letter of 28th March immediately after I had posted an air letter to you. I was most interested to hear you had been to Bhatkal. I at once got out my old papers, reports, etc., and went through them. I recollect now that although the Consulting Engineers in Westminster thought my solution ingenious and could see no fault, they sent their man Col.Du Cane there who suggested something quite different. I still maintain that my solution is the best. By cutting the Lighthouse Hill in two you have two massive natural bulwarks to the elements and besides you can enter the inner basin where deep water exists. I also see that the Ruling Gradient on the Ry. survey was $2\frac{1}{2}\%$ and not 2 % as I said in my last. Even $2\frac{1}{2}\%$ is good in such country. I fear the trace will be heavily overgrown with jungle but no doubt can be found with the help of the plans and sections.

"COPY"



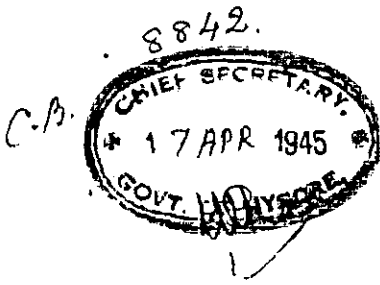
DEWAN'S MINUTE



FILE No.

194

Bangalore, 16th April 1945.



I enclose hercin an extract from a letter dated the 2nd April 1945 from Mr. H.D. Rice regarding the Bhatkal Harbour Project. It may be placed in the connected file.

WU

Chief Secretary.)

Extract from letter dated the 2nd April 1945 from
Mr. H.D. Rice, 23, Elm Park Court, Pinner, Middlessex, to
the Dewan of Mysore, Bangalore.

I have just received the November Number of the Mysore Information Bulletin and was surprised to see that the Bhatkal Harbour Scheme was being revived. I thought it was a most interesting scheme but now that so many other Ports have been developed I wonder if Mysore exports and imports could support a Port like Bhatkal supposing the Bombay Government grant the facilities demanded by Mysore. You will remember the scheme was condemned by two lots of Bombay Consulting Engineers. I was then asked to see if I could find a solution which I did. My solution was placed before Consulting Engineers in Westminster when I came home on leave and received their general approval. I also completed the Railway survey down the Ghats from Talguppa. I remember Dove Wilson saying it would be a waste of time and money to attempt a survey with a Ruling Gradient of anything better than 4 per cent. I insisted that 2 per cent. was possible and succeeded in getting this. There is also a possible hydro electric scheme to run the port and the Railway. There is a 1400' fall on the Ghats facing Bhatkal with a catchment in Mysore territory with a rainfall of 300" and a possible sight for a storage reservoir. However such a scheme would hardly be required with the harnessing of Jog. I shall be most interested to hear what transpires.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

No. 2796 CB220-44-5

General and Revenue Secretariat,
Bangalore dated 13th February 1945.

FROM

*The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.*

TO

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

SIR,

Subject:- Shimoga-Bhatkal Railway and the Bhatkal Harbour.

I am directed to invite reference to my letter No.2547/C.B. dated the 6th January 1945 on the above subject and to give below further available details in regard to the Railway Project to connect the proposed Bhatkal Harbour with the Mysore State Railway system.

According to the survey conducted by Mr. H. D. Rice, Superintending Engineer, Mysore Railways, the length of the Metre Gauge Railway from Shimoga to Bhatkal harbour is 109.44 miles and the capital cost then estimated was approximately Rs.110 lakhs. Of this Railway, 62.1 miles from Shimoga to Talaguppe have since been completed and opened for traffic, leaving about 49 miles yet to be constructed to reach the Bhatkal Harbour. Over 12 miles of the proposed Railway will be in the North Canara District of Bombay and this section will be constructed by the Government of Mysore and worked as an integral part of their Railway system. The Railway and the Harbour is thus a combined single project, and in view of this I am to request that the Conference of the Representatives of the Government, suggested in the concluding para of my letter No.2547/C.B.

P.T.O.

2.

dated the 6th January 1945, may also include a representative of the Railway Board.

I have the honour to be,

Sir

Your most obedient servant,

WJ 13/2/45
Chief Secretary to Government.

~~SECRET~~

298-42/Pol.



CS 220-44-50

Bangalore,
14 April 1945.

The Bhatkal Harbour and the Bhatkal-
Shrimoga Railway Scheme.

CONFIDENTIAL

BRANCH

No. 4230

Date 14.4.45

My dear Vedavyasacharya,

I am desirous to refer to the correspondence ending with your letter No. 2796/C.B. 220-44-5, dated the 13th February 1945.

2. The Political Department have written to say that the question of the capacity of the major ports in India and the need for other large or moderately large ports for dealing with India's overseas trade requirements is at present under the consideration of a Departmental Committee. The intention is that the report of this committee, when it is received, should be placed before the Policy Committee on Transport and referred to the Provincial Governments and States likely to be interested, for comments in connection with their plans for post-war development generally and for minor ports in the interest of coastal shipping. If the report shows that a full investigation of traffic problems affecting railways is necessary, further investigation on this point will have to be undertaken. A copy of the Committee's report will be sent in due course for the information of the Government of Mysore and it is hoped they will agree that the best course is to await this report.

for info
A. R. Bhat

V. Vedavyasacharya, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

BJ

No. RF.298-42/Pol



SECRET

Bangalore,
17th Sept. 45.

CP. The Bhatkal Harbour and the
Bhatkal-Shimoga Railway Scheme.

WB 17/9/45

CONFIDENTIAL
BRANCH

1214

Dear Mr. Vedavyasacharya, 17/9/45

I am desired to refer to the
correspondence ending with my demi
official letter No. R.F.298-42/Pol.
dated the 14th April 1945, and to
forward a copy of the Report of
the Port Development Committee.

X

Attached to
this letter
is a copy of
the Report
1.12.45

Yours sincerely,

for Mr. A.E. Drake,

V. Vedavyasacharya, Esq., B.A.,
Chief Secretary to the Govern-
ment of His Highness the
Maharaja of Mysore,
Bangalore.

The Inter-Departmental Port Development Committee.

1. The terms of reference to the Committee under:-
To report on:

- (a) the present capacity of India's major ports as compared with their capacity in 1942;
- (b) whether the present capacity of these ports will be adequate in the years immediately succeeding the termination of the war against Japan;
- (c) the need for other large or moderately large ports for dealing with India's overseas trade requirements.

The above terms of reference are concise and we have tried to confine ourselves strictly to them. We have done our best to avoid wandering too far down the attractive by-ways of speculation on this country's economic future. We are asked to discuss major ports, existing or projected and have forborne to go beyond this and to dilate on India's future maritime trade except only in so far as this may affect the ports. Sea trade must have harbours to pass through and the adequacy of these should not be taken for granted; there is need for planning, and our present duty is to review its scope and direction before post-war trade develops. Any such review must at present be of a general nature as future trade policy is still somewhat indefinite.

2. The following are known as the major ports of India, taken in order from the West to the East.:-

Karachi at the North West corner of the country.

Bombay in the middle of the West coast about 570 miles from Karachi.

Cochin. On the West coast of the Peninsula about 670 miles from Bombay.

Madras.. On the East coast of the Peninsula about 600 miles by sea from Cochin.

Vizagapatam about the middle of the East coast about 400 miles from Madras.

Calcutta at the head of the Bay of Bengal about 500 miles from Vizagapatam.

Chittagong in the extreme East about 500 miles from Calcutta.

Other ports in India, viz., Mormugao on the West coast, the Kathiawar ports, the minor ports all round the coast and the port of Colombo in Ceylon are not taken into account in replying on the points referred which relate solely to the Indian Major Ports. But all these ports would have considered as well in any report dealing with the carriage of India's external and coastal trade.

3. A brief description of the above seven major ports will serve to introduce discussion of the terms of reference.

(a) Karachi, which is the nearest Indian port to Europe, is situated on the natural inlet which has been improved by dredging and reclamation. The seventeen export berths, which form a continuous line along the east side of the channel, accommodate shipping of 27 feet to 29 feet draft whilst the four west wharf import berths are dredged to 32 feet depth. There are also numerous moorings for ocean going vessels and facilities for a large country craft traffic.

All berths are rail served and connected directly to the North Western Railway System. There is wide scope for development and, as the natural port for North West India, Baluchistan and Afghanistan, Karachi will undoubtedly expand as these territories are developed.

(b). Bombay is an old established port with one of the finest natural harbours in the world. There are three enclosed deep water docks which can accommodate ocean going vessels up to the drafts shown below:-

Alexandra Dock	17 berths	30 ft.
Victoria "	12 "	23 "
Prince's "	8 "	21 "

The deep-water tidal berth at Ballard Pier can accommodate vessels up to 650 feet in length and 30 feet draft, whilst there are also three tidal berths at Alexandra Dock Harbour Wall which accommodate vessels up to 26 feet draft. The railway system controlled by the Port Authority is connected to the main trunk lines giving access by rail to the whole country.

In addition to the docks the port is well provided with wharves or "bunkers" for the handling of traffic from lighters and country craft engaged in the coastal trade. The possibilities for the expansion of the port are very great.

(c) Cochin is a new port in a natural harbour. It can take ships of 30 feet draft in stream and at the new quays which lie along an island in the harbour connected with the mainland by road and rail bridges. The port has good inland water connections, and a large part of the trade still passes over the old city water-front and back-waters. Contact by rail with the rest of India is limited to one single track line. The port can be easily developed into a large undertaking but its growth is dependent on future development of railway communications.

(d) Madras is a small artificial harbour built out into the open sea and accommodating within its walls ships of 30 feet draft. Its quays, shedding and general lay out are modern and up to date. It has very good railway communications with the whole of the Peninsula and is centrally situated, Madras City being the principal distributing centre for consumer goods in Southern India. The port can easily be enlarged to meet trade requirements.

(e) Vizagapatam is a small land-locked harbour which has not yet been developed to its capacity as a port. It will take ships of 28 feet or occasionally 30 feet draft both along-side and in stream. Its connection with the railway system of India is fair. The port itself can be easily developed to carry a trade about equivalent in tonnage to that of Madras.

(f) Calcutta is a very large river port in the heart of Bengal. The port itself will take ships of 30 feet draft, but there are bars between the port and the mouth of the Hooghly which can only be crossed at or near high water. Vessels drawing 30 feet have navigated the river but the occasions when this is possible are rare. It is never possible except at spring tides during the freshet season. The maximum possible draft in each month of a year varies between about 26 feet and 30 feet. The main facilities of the port consist of three large docks and of water-side quays along the river-front. A large amount of trade is also handled at moorings in the river, most of which is carried direct over the waterways serving the port. The port is well served by rail and water systems in all directions and is capable of great expansion. It carries far the greatest tonnage of any Indian port.

(g) Chittagong is a small river port serving Eastern Bengal and Assam which have rather limited internal communications. It will take ships of 21 to 25 feet draft at jetties and in stream, but the river channel is being improved. So far as port capacity is concerned, its pre-war trade can be doubled quite comfortably.

Pre-war cargoes. 4. (a) The following is a statement of the total tonnage of cargo, omitting petroleum, which passed through each of the ports in the year 1939-40, being the last year in which more or less normal trade conditions prevailed in India before complete war conditions supervened. Although war actually broke out in September 1939, adjustment of trade to new circumstances was slow in following. Bulk petroleum is excluded from the figures for reasons explained in paragraph 4(b). None of the ports was working to capacity in the year 1939-40.

<u>Port.</u>	<u>Tonnage of cargo, export and import.</u>		<u>Principal commodities in respect of tonnage</u>
Yachi	1,905,475	Export.	Cotton, flour, grain.
		Import.	Coal.
Bombay	4,633,228	Export.	Cotton, grain, oilcake, seeds.
		Import.	Coal, cotton, grain, consumer goods.
Cochin	324,135	Export.	Local products.
		Import.	Grain.
Madras.	1,095,340	Export.	Groundnuts.
		Import.	coal, grain, consumer goods.
Vizagapatam	524,639	Export.	Manganese.
Calcutta	9,472,507	Export.	Coal, grain, gunnies, iron ore, jute, manganese, seeds, tea.
		Import.	Grain, iron, salt, consumer goods.
Chittagong	536,486	Import.	Grain.

Bulk Petroleum. 4(b). Bulk petroleum has been omitted in the above statement. The pre-war figures for all ports were imports 1,685,374 tons and exports 90,000 tons. The post-war figures may be 20% above these. The port facilities for dealing with this commodity are quite separate from general port facilities, consisting as they do of special ship-berths, pipe-lines and pumping arrangements; and the capacity of ports for bulk-oil imports and exports has no bearing on their capacity for general trade. It is not desirable for security reasons to discuss the present war-time port-capacity in India for bulk-oil beyond saying that the present port capacity for it will be amply sufficient to meet post-war requirements. Extensions required by the oil companies at individual ports cannot be usefully surveyed at present and in any case will not affect the general port capacity.

Intention 5. (a) It is understood that the intention of the first item of the terms of reference is to secure a comparison first of between the estimated capacity of the ports before intensive war-development affected them and that which may reasonably be expected when the port-works planned for war purposes have been completed and the additional facilities of all kinds have been fully brought into use. The year 1942 has apparently been taken to represent the pre-development period and the expression, 'present capacity' to indicate the port

capacity which will be available, so far as can be at present foreseen, at the start of the post-war period.

War-time Estimates.

(b). These estimates have been prepared in consultation with the Ports themselves and are believed to err on the safe side, but it is hardly necessary to say that any such estimates of capacity must be regarded with caution. Any variation in the nature of commodities passing through a port may make a large difference in its tonnage capacity, as for instance the substitution of industrial machinery, which is difficult to handle, for consumer stores which are far easier. A large transformer makes a much greater call on port facilities than an equivalent weight of hardware. The former demands a large and costly crane and most careful handling while the latter can be dealt with by a small quay crane or by ship's derrick. On the other hand it may be accepted that, taking everything into account, probable nature of cargo, urgency of disposal, efficiency of staff and distribution of shipping in war time as opposed to normal peace conditions, an average port will be able to deal with a higher tonnage of cargo of all kinds in the post-war years than during the war when difficult military cargo has had to be handled.

Estimated Annual War-time Port Capacity in Tons, excluding Bulk Petroleum, Country Craft Cargoes and Bunkers.

	Before full war- development.	After full war- development.
Karachi	3,132,000	3,924,000
Bombay	3,240,000	5,040,000
Cochin	780,000	1,020,000
Madras	2,160,000	2,160,000 *
Vizagapatam	719,288 (including manganese based on 1939-40 actuals).	840,000
Calcutta	9,012,000	10,860,000
Chittagong	720,000	960,000
Seven ports.	19,763,288	24,804,000

*It was thought not feasible to make a substantial increase in this capacity.

Note:- These are war-time capacity estimates and do not cover necessarily the full peace-time use of facilities at some ports. For instance, the smaller docks at Bombay are not now being used to their full peace-time capacity for various reasons nor at Calcutta are the moorings in the Hooghli nor those at Cochin. Generally it may be accepted that post-war port capacities will not be less than those of war-time and may prove to be much greater.

Allowance for variable incidence of traffic and conclusion on first item of Terms of Reference.

6. The annual port capacity figures prepared by the War Transport Department are based on an estimated monthly capacity and, as traffic under present war conditions is fairly steady and closely controlled, an annual capacity of twelve times the monthly capacity is regarded as fair. But it is not safe to assume that the peace-time cargoes after the war will be evenly spread over the twelve months of the year; they will certainly be heavier at some periods and lighter at others. The reasons for this are various. In the first place weather and sea conditions have to be

reckoned with, the south-west monsoon specially in Bombay, Cochin and Chittagong, cyclonic storms in Madras, the tidal conditions and especially the tidal forces in the Hooghly. In the next place complete regularity of shipments is at no time to be expected and cargoes will fluctuate from month to month. In the third place many commodities are seasonal as, for instance, groundnuts and tea. The Committee considered whether it would be wise, in estimating future peace-time port capacities, to reduce the war-time capacity given for each port by an arbitrary allowance of say 15% to meet the irregular distribution of traffic over the year due to the above causes when normal peace-time conditions of trade and transport are resumed. We are, however, of opinion that this is unnecessary because the war-time capacity figures, as now estimated, are regarded as conservative and, also, because peace-time traffic even if the former were to include a fair amount of industrial machinery. Our conclusion is that ports can accept the above figures of war-time annual capacity and apply them to future peace-time traffic without being nervous of their ability to handle it.

✓ cargoes on the whole are much easier to handle than war-time

Scope of 7. (a) The second item of the terms of reference
item second necessarily involves an estimate of the post-war traffic
of Terms of of the Major Ports. In view of the reference to the years
Reference. immediately succeeding the termination of the war against Japan and the fact that the intention of the Government of India is to have a detailed phased plan drawn up for the first effective five-years period after the war we set ourselves the task of estimating, to the best of our ability and subject to the limitations explained in the succeeding paragraph, the traffic of the ports in the first five post-war years. When this period will actually begin it is not possible even to venture a guess, and in any event there may by then be many changes in conditions in the country. Additional port facilities may actually be provided between now and the beginning of the first five-year period referred to, but for the purpose of this report it is assumed that no further facilities will be provided in the existing major ports during the interval.

(b) We considered that a comparison between the present total capacity of all these ports and the estimated total traffic in the years immediately after the war would not of itself enable anyone to determine whether the capacity of a particular port will be adequate to carry the traffic offering at that port and that it would be necessary somehow to assess roughly the post-war traffic of each major port. In fact the answer to the third item of the terms of reference depends to a great extent on such an assessment which is discussed later. In any event the correct estimation of the traffic at major ports in the first five post-war years is a very difficult task with the inadequate material presented and it is, therefore, necessary to indicate briefly the problems and difficulties involved in framing estimates of post-war traffic and the procedure followed to obtain as fair an estimate as the information available at the moment permits.

Problems 8 (a) In their Second Report on Reconstruction Planning
involved the Government of India have explained that "the ultimate
in deal- object of planning would be to raise the standard of
ing with living of the people as a whole and to ensure employment
second for all. To that end the purchasing power of the people
item of must be increased by improvement in the efficiency and
Terms of consequently the productivity of labour on the one
Reference; hand and simultaneous development and re-organization
the pro- of agriculture, industries and services on the other".
cedure While agriculture is practised throughout India with
followed. varying degrees of skill and productivity, industries
have been confined only to certain parts of the country. The Second Report indicates that "the location of industry must primarily depend on convenient access to power, raw materials, transport facilities and markets....."

Industrial development must not be confined mainly to a few Provinces and States but, so far as conditions permit, should be extended in a rational manner to the whole of India.....". The planning of both agricultural and industrial development is in progress but has not reached a stage where an indication can be given of the localities in which both industry and agriculture will be developed and expanded and the practicable targets of additional or new production. Theoretical targets hoped to be achieved in agricultural production have been indicated but even with reference to these it is impossible, in the absence of information regarding the scope of crop planning and the locality in which each product will be cultivated, to estimate the production of the various commodities in any particular area. It is also not possible to foresee the nature and extent of movements of agricultural products.

(b) In the case of industrial development the problem is even more difficult. A number of industrial panels have been set up to report on the possibilities of developing industries, both existing and new, but, we understand, it will be some time before the panels will be in a position to report and before Government can draw up an industrial plan. No one yet knows precisely what will be the new industries which will be started nor where they will be established, nor the extent of growth of existing industries and the localities in which expansion will be encouraged and permitted. Estimates or targets of anticipated production in the first five year postwar period are available for one or two industries only, but for the others no exact information is available.

(c) We have, therefore, had to rely, in respect of both industrial and agricultural production, on estimates of India's future need of the various products and the extent to which it may be theoretically possible to produce them within the country. Though some of these estimates may be characterised as guess work we have tried with the materials at our disposal to make as intelligent and reasonable a guess as possible and have throughout proceeded on the assumption that post-war plans will materialise and result in increased trade activity in the first five years of the post-war period.

(d). We have accordingly examined in the Appendix to this Report the pre-war port traffic in the principal commodities and attempted to estimate imports and exports of each major commodity in the first five post-war years with reference to assumed requirements of the country, indigenous production and prospects of external trade, with some regard to possible post-war conditions abroad and the quantity of traffic which is likely to be carried round India as coastal cargo.

Coastal Trade.

9. (a) The tonnage of coastal cargo carried by ship in the year 1939-40 is estimated at about 3,500,000 tons and it is anticipated that it will increase in the post-war years. Unfortunately, figures of coastal trade by commodities or by individual ports are not available and the estimates made are the best possible based on existing information. It is assumed that about 75% of coast-wise cargo affects two major ports, that is, one for export and another for import and that the remainder affects one major and one minor port. The exchange of cargoes between two minor ports and not touching any major one is understood to be too small to be specially considered. It is, therefore, wiser also to assume that all coastal traffic affects one or, more often, two major ports.

(b) The future of coastal trade will have an influence on the major ports but, as mentioned above, the figures of port traffic do not clearly distinguish between foreign and coastal trade. The reason for this is that,

while it is true on the one hand that foreign cargoes need facilities for customs examination and more holding room in the port, on the other hand there is not, from the point of view of port capacity, much difference otherwise between foreign and coasting cargo. It is, therefore, safe to conclude that the latter on the whole needs less port-space and facilities than the former and that, as a consequence, the substitution of coasting for equivalent quantities of foreign cargoes, though it will affect port working to some extent, will not put an additional strain on port capacity.

(c) The question of the extent to which internal trade will be carried by ship round the coast raises the problem of coordination of transport. It is understood that Government's policy is to coordinate all the means of transport in such a way as to secure for each of them the traffic for which it is best suited and to avoid over-lapping. In particular it is to be hoped that there will be close cooperation between the Railways and the Coastal Shipping Lines and that the movement of goods between the various regions in India will take place in the manner most advantageous for all concerned.

Future
Sea-
borne
Trade.

10. (a) The estimate of the future trend of trade in certain commodities involves the assumption that in some cases foreign imports are likely to be replaced, in greater or smaller part by coastal movements of the same commodities produced indigenously. In some others, with reference to the facts available, it is assumed that exports are likely to fall owing to an increased demand for the commodities concerned within the country itself consequent on improved standards of living and the development of industries which will result in increased internal consumption of those commodities. For instance, ammonium sulphate which is to be manufactured in the near future in Bihar and Travencore is likely to be sent by coast-wise shipping to other places in India while foreign imports of the fertilizer will continue, and again foreign exports of groundnuts may be replaced to some extent by coast-wise movements of groundnut oil. In some other cases, with reference to the anticipated productive capacity of certain industries, foreign imports are likely to be replaced by foreign exports of the same commodity, e.g. iron and steel may immediately after the war be exported in appreciable quantities.

The
Appendix.

(b). A statement is appended giving estimates of post-war commodity figures with brief explanatory notes. This method of recording our views will enable corrections to be made in the event of any of the particular estimates proving to be very wide of the mark, as is not at all unlikely. The total of these estimates of major commodities, added to a rough estimate of the post-war traffic for all others, gives some idea of the volume of the total traffic expected in the first five-year period. There is a possibility of cumulative errors in this procedure, but on the other hand any under-estimates and over-estimates may cancel out and the total should give a tolerably accurate picture of the post-war traffic to the extent our assumptions are correct regarding post-war trends of trade, based on the incomplete information available.

(c). The total traffic, however, as pointed out in paragraph 7(b) above, will not give a sure indication of the necessity or otherwise for further expansion of any particular major port and it is, therefore, necessary to distribute the total anticipated traffic over the major ports on some reasonable basis. Reference has already been made to the fact that it is impossible at this stage to forecast the extent of development in different parts of India and, in particular, to estimate the nature, locality and extent of industrialisation. Without this knowledge it is difficult to distribute the total estimated traffic between the major ports and it is, therefore, taken for granted that in the immediate post-war period such distribution will be in the

same proportions as pre-war. As future developments become known it should be possible to revise the distribution and estimate more accurately the post-war traffic of each port.

Result of examination of anticipated traffic in the major ports, immediately after the war.

11. (a) In a general survey of possibilities on the lines indicated above, which is 11 that the Committee feel competent to make at present, the estimate of total port traffic in the future should rightly err on the high side as it would be, to say the least, most unfortunate if the ports were found unprepared to meet the calls made on them by post-war trade owing to a gross miscalculation of the quantity and direction of commodity movements. It is, however, noteworthy that, while according to the figures presented the trend of exports and imports in the immediate post-war period will be in an upward direction, indicating that the major ports must certainly be ready to meet heavier traffic than before the war, there are certain very important commodities the movement of which by sea is not likely to be larger than before, e.g. coal, grain, iron ore, jute, manganese, salt and oilseeds.

(b) The estimates framed under the difficulties and with reference to the assumptions mentioned in paragraph 10 give a figure of about 22,000,000 tons of total traffic through the ports compared to the pre-war total traffic of 18,991,810 tons. The percentage of the total traffic borne by each port before the war was -

Karachi	10.04%
Bombay	24.40%
Cochin	4.34%
Madras	5.76%
Vizagapatam	2.76%
Calcutta	49.88%
Chittagong	2.82%

The above percentages applied to the anticipated total post-war traffic furnish the following comparison between annual estimated capacity and expected traffic at each port:-

	Estimated present capacity in tons for military and civil cargoes. (See para. 5 above)	Actual pre-war tonnage (See para. 4 above)	Expected tonnage in the five-year period immediately after the war
Karachi	3,924,000	1,905,475	2,209,000
Bombay	5,040,000	4,633,228	5,368,000
Cochin	1,020,000	824,135	955,000
Madras	2,160,000	1,095,340	1,267,000
Vizagapatam	840,000	524,639	607,000
Calcutta	10,860,000	9,472,507	10,974,000
Chittagong	960,000	536,486	620,000
	24,804,000	18,991,810	22,000,000

Conclusion on second item of Terms of Reference.

12. (a) The comparison of the estimates of post-war traffic at each port with the present estimated capacity would prima facie appear to lead to no other conclusion than that the present capacity of the major ports will be adequate in the years immediately succeeding the end of the war against Japan. But this should not be taken as the last word, especially as the estimates are not founded on firm statistical data and are in some cases based on assumptions which events in the near future may prove to have been not quite correct. All that can be said at present is that, until the contrary is proved with the help of more precise information at a later stage, it will be safe to assume that the answer to the second item of the terms of reference is in the

affirmative subject to the considerations below and in paragraph 13.

Industrial Machinery (b). Reference may, in particular, be made to the import of machinery which is a heavy cargo and rather difficult to handle. On the material available it is estimated that an average of a little over twice the quantity of machinery imported in 1939-40 is likely to be imported in each of the first five post-war years. No doubt the facilities provided during the war at the major ports will be adequate to handle the imports of machinery in the post-war period, assuming that the imports of the various ports will be in the same proportion as pre-war; but, for any reason, such as the rapid industrialisation of backward areas which have few industries at present, a much larger proportion of imports of heavy goods is likely to pass through particular ports serving those areas, the question of additional facilities at those ports may well arise.

Shipping Policy (c). Lastly, in arriving at a conclusion on this particular reference the possibility should not be overlooked that future world transport policy may affect ports and their development. Ports depend for their prosperity on the use made of them by shipping and the points to which ships move are not solely decided by local needs. International air plans of the future may have a marked influence on the need for port development as also may the policy of shipping lines, and who can tell what influences are going to affect the world shipping routes after the war? India lies on the northern edge of an ocean bounded by Southern Asia, Africa, Australia and the great Pacific Islands. The ships calling at Indian ports will not be interested solely in this country; they will visit India en route to destinations in other countries and their choice of a port of call in India will be governed partly by the cargoes offering and international transport arrangements and partly by the proximity of individual ports to their line of travel across the world. It should not, therefore, be assumed that the Indian ports will be fully prepared to meet post-war demands of trade without due regard to the possibility that changes in trade routes, not now predictable, may lead to unforeseen port requirements.

Major Port. 13. (a). Much of the pre-war equipment of the ports is now Facilities both old and out of date. In the ordinary course improvement and schemes would have dealt with this position gradually, but the war has held up such schemes and old plant will need to be replaced on a large scale by new and modern equipment. Heavy expenditure must, therefore, be incurred in equipping the ports for their future work. In the meantime, for at least a few years, the plant and machinery furnished to the ports for war purposes will serve also for post-war traffic pending the substitution of equipment more suited to normal peace-time conditions.

(b). Apart from improved and more up-to-date equipment, the expansion of general facilities will be demanded by the trade at every port, not because the ports will be found incapable of dealing with the quantity of traffic presented; but because improved methods of handling cargoes will be found desirable. With the exception of Cochin and Vizagapatam, which are very new ports and only half-developed, all other ports suffer to a greater or less degree from antiquated machinery and the need for a better lay-out. Some improvements have been effected during the war; for instance, a new railway lay-out in the Victoria Dock at Bombay was designed after the explosion of 1944 and several new ship-berths have been built at Calcutta. Nevertheless, a developing industrial country will call for modern transport facilities and this demand is going to mean large schemes of improvement at the existing major ports.

(c). Further, although on paper it appears that the improved major ports can already confidently meet the demands of post-war trade, we are dealing with possibilities and not with certainties. As suggested at the end of paragraph 12(b) above it is not absolutely safe to proceed on the assumption that the division of the total post-war traffic between the ports will be in the same proportion as before the war, for this assumption may not be justified by events. Any strong development of trade in a particular direction may put a strain on a particular port or ports and these must be ready for it. The larger ports of Calcutta, Bombay and Karachi are well-established. They have immense possibilities in the way of space and facilities, they are financially strong and should, therefore, be able to execute improvement schemes without difficulty. But the smaller major ports at Madras, Cochin, Vizagapatam and Chittagong are in quite a different category. Madras is small and financially weak, the other three ports are financially weak and only half-developed. The Committee recommend that detailed plans for the extension of these four ports should be prepared and kept ready to meet eventualities. Expansion works at Cochin, Vizagapatam and Chittagong may present only physical difficulties, but at Madras, a much older port in a large city and seat of the Provincial Government, other problems such as the effect of port development on the amenities of the city may demand consideration.

Discussion 14. (a). Judging by the figures presented earlier there are, on the face of it, small grounds for suggesting that more ports are required in India for dealing with overseas trade requirements, specially after necessary improvements have been effected in the old-established major ports and the newer ones have been more fully developed. But the Committee do not feel justified in merely giving a negative reply to the third of their terms of reference. The distances between the existing ports, as shown in paragraph 2 above, are great, and an allowance of seven big ship ports over a coast-line of above 3000 miles is hardly adequate for an industrially ambitious country looking forward to all-round development on a large scale.

(b). No attempt is made to suggest the location of possible new major ports but it is pointed out that minor ports already exist, such as the many small ports of the Peninsula and the partially developed ports of Kathiawar, which might be expanded into major ports. There are, further, long stretches of coast-line unserved by any well-equipped port. The siting of a major port must obviously depend on so many factors, the natural features of the coast line, the geographical distribution of new industries, the mapping of new internal paths of communication, specially railways, and finally the policy of steamer lines and air services, that it is unwise at this stage to be too dogmatic. We would, however, emphasise the lack of good, accessible ports on the East coast of India. On the West coast Karachi, Bombay and Cochin, major ports, are all easily approached from the deep sea and there are others just as easy which do not come within the scope of this survey. But any attempt to open up major and minor ports on the East coast raises critical problems of sand-travel and dredging expenditure. This matter should be faced and a solution found which will enable this coast also to be used by the largest ships.

Report on 15. Since the lines of development of India's maritime trade are so uncertain, it is not possible to make any strong or definite recommendation on this point and we third item of Terms of Reference. limit ourselves to the following comments:-

(a) More deep-sea ports may be needed on the coast of India to meet anticipated expansion of trade, and in particular one of easy access to large ships on the East coast; but the figures of expected trade do not by themselves justify more ports;

(b) requirements can be met either by expansion of present ports or by development of new ports, location depending on the industrial plan;

(c) if and when new ports are planned they should be developed in the first place as minor ports, mainly for the use of coastal traffic, before being laid out to meet the demands of large-scale overseas trade.

Statistical Information. -16. The Committee think it advisable to add a brief comment on the nature of the statistics on which the conclusions of this report are based. In the first place the figures of port capacity, though they are not guess-work, are not founded on actual experience. They represent the War Transport Department's advised opinion of what each port should be able to do in war-time and they will be proved or disproved during the coming months. Meantime they are believed to be conservative. In the second place the figures of pre-war tonnage passing through the ports are reasonably exact, being taken from the annual reports of each Port Administration. Unfortunately these do not separate coasting from foreign cargoes nor is the description of certain commodities, e.g. machinery and consumer goods sufficiently detailed. Moreover, such coastal trade figures as are produced do not give tonnage by ports or commodities nor the destination of cargoes.

We, therefore, recommend that the question of ^{improving} the statistical information on port traffic be taken up by the appropriate departments of the Government of India.

Sd. Y.N. Sukthankar 4.5.45
Joint Secretary, Commerce Department.

Sd. G.H. Cooke 5.5.45
Deputy Secretary, Political Department.

Sd. R. Proudlock
Director, Traffic, Railway Board.

Sd. T.M.S. Mani
Joint Secretary Planning & Development Deptt.

Sd. G.G. Armstrong.
Port Planning Officer, War Transport Deptt.

A P P E N D I X (See paragraphs 8 and 10 of Report).

Note:—Figures include both foreign and coastal trade.

Commodity	Approximate 1939-40 traffic in tons.		Ports mainly affected	Anticipated traffic in the first five post-war years in tons		Comments.
	Export	Import		Export	Import	
Bones and Bonemeal.	82,398		Karachi and Calcutta.	70,000		The export of bones and bonemeal is likely to decrease owing to the depletion of livestock in the country and also as a result of efforts which will be made to retain this commodity in the country for use as manure.
Cement	Negligible		All ports	700,000		Cement production will be expanded and give foreign exports which may amount to 700,000 tons annually in the early post-war years. This figure will gradually decrease towards the end of the five-year period. Cement is almost certain to be required in large quantities by neighbouring countries which have been starved of it during the war years.
Chemical manures	58,173	150,335	Calcutta	160,000	250,000	The import of chemical manures will increase in spite of home-production of certain kinds. Further, ammonium sulphate is to be produced on a large scale at Sindri in Bihar where a production of 350,000 tons a year is aimed at. Of this figure about 100,000 tons a year may pass through Calcutta to South Indian ports until other factories are established in the South.
Coal	3,400,332	32,703	Calcutta	3,400,000	333,000	The estimated requirements for expanded industry and transport in the immediate post-war period and for exports are in the neighbourhood of 35 million tons, which means coal raisings of 39 million tons per annum. It is expected there will be no difficulty in raising this amount. Exports and imports are likely to continue at the pre-war level.

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1.	2	3	4	5	6	7.
Coir	45,414		Cochin	55,000		Export of coir from Cochin may increase by about 20%.
Cotton	653,621	160,800	Bombay and Karachi.	500,000	200,000	There is likely to be a reduction in export of cotton particularly to Japan as there is a plan in being to increase the spindles in the country by 12% to 20%.
Flour	154,657		Karachi.	150,000		Exports of flour from Karachi are unlikely to increase but will continue.
Grain (incl. rice)	19,578	1,044,803	All ports	520,000	2,000,000	Grain exports from Karachi and Bombay are unlikely to be very different from pre-war figures. It is anticipated that the figure of nearly 2,000,000 tons of rice from Burma, which before the war was the main source of rice imports, is unlikely to be increased.
Groundnuts	271,541		Madras	300,000	30,000	Export of groundnuts to foreign countries is expected to continue on the same scale as in pre-war years, as India will wish to meet the demand. It is not at all certain that export of oil will replace the seeds as the importing countries will probably wish to do their own crushing and make use of the oil cake as well as the oil.

Apart from this we may expect an increase in production to meet some demand for oil only from other countries and also to meet internal demands. These latter may be for groundnuts seeds from which the purchaser can procure both cake and oil or may be for oil only, the cake being used at the producing end. It all depends on the end at which the crushing is done.

From producing areas in the centre of India such as the Central Provinces and Hyderabad State movement of seeds or oil will be entirely

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Groundnuts(contd)

by, rail but from areas in the Peninsular such as Mysore and the Madras Province much may pass by coastal shipping through the ports of Mormugao, Cochin, Madras, Vizagapatam as well as minor ports.

The conclusion is, therefore, that the use of major ports by the groundnut trade will not diminish, but will on the contrary increase.

Gunnies should increase from 1939-40 figures by about 25%. Bengal is the world-source of gunnies.

Hides and skins may probably decrease slightly in export owing to a certain shortage of live-stock and the growth of internal demand for leather manufactures.

The foreign import of iron and steel is likely to be almost entirely cut off as production in the country has already increased and should entirely replace the pre-war imports except for certain special types of steel. As against this we may expect appreciably increased exports and interport movements which may probably pass through the ports in quantities much larger than pre-war. India will be a cheap producer and should find a ready market in the war areas of Burma, Malaya and possibly the Dutch East Indies.

Export will fall off to some extent owing to the increase in production of iron and steel in this country.

No change from the 1939-40 figures can be expected in respect of jute exports.

Machinery including Railway materials will come for the most part from the United Kingdom. Owing to production limit and the very heavy demands of other countries India is not expected to

Gunnies	1,132,071	Calcutta	1,500,000
Hides & skins.	87,420	Madras and Karachi.	75,000
Iron & Steel.	40,500	234,248 Calcutta	700,000 225,000
Iron ore and pig.	6,24,403	Calcutta	500,000
Jute	569,350	Calcutta	570,000
Machinery	157,360	All ports	350,000

Machinery(contd)

receive annually more than 350,000 tons of machinery during the first five post-war years.

This quantity may be broken down as under -
 Calcutta about 100,000 tons.
 Bombay about 100,000 tons.
 Karachi not more than 40,000 tons.
 Cochin -do- -do-
 Madras -do- -do-
 Vizagapatam -do- -do-

The figure is, however, likely to go up with the development of manufacturing capacity in the United Kingdom and elsewhere.

Export should continue at the same level as previously.

About 19,000 motor vehicles were imported into India in the year 1938. The imports in the year 1939-40 were largely affected by the war. Against 19,000 in 1938 we may expect after the war about 40,000 vehicles equivalent to about 52,000 tons. This is on the assumption that there will be no very large disposal of military vehicles in India for civilian purposes. If we allow for spare parts another 8,000 tons, we should have a figure of 60,000 tons against the import of vehicles and spare p

No marked change is to be expected in the quantity of vegetable oils imported from abroad but there may be enhanced coastal movement.

Foreign export of oil-cake is likely to be maintained at pre-war figures. There will further be an increase in production of oil-cake but this will be absorbed in the country and will not pass through the ports in any material quantity even for coast-wise shipping.

Manganese	708,84	Vizagapatam	700,000
Motor vehicles and spares:	30,000 (about) (1938 figures).	All ports.	60,000
Oils vegetable.	7,997	101,769	All ports. 20,000 120,000
Oil cake	245,867	All ports	240,000

1	2	3	4	5	6	7
Onions	77,838		Calcutta and Madras.	75,000		The export of onions is likely to revive and reach the same figure as in pre-war years.
Paper		136,000	All ports.		170,000	The import of paper of all sorts is likely to increase after the war by about 25%.
Piece-goods	53,513	116,188	Bombay, Madras and Calcutta.	100,000	100,000	We should look forward to a steady increase in the exports of piece-goods. Imports of special fabrics may also continue on a small scale as before since India has been starved of all consumer goods in recent years and an improved standard of living is hoped for which will encourage imports such as special types of piece-goods.
Salt		597,727	Calcutta		600,000	No change is anticipated in the imports of salt to Calcutta.
Seeds (incl. linseed)	486,550	42,211	Bombay and Calcutta.	490,000	50,000	No change is anticipated in export of seeds, and in particular linseed. There is likely to be an increase in production which will be absorbed in the country. Some, no doubt, of this extra production will move through ports in coastal ships.
Spices	21,000	49,089	Bombay and Calcutta	21,000	49,000	No change.
Sugar & Molasses.	50,079	240,200	All ports.	50,000	10,000	The imports in 1939-40 were abnormal. No import of sugar or molasses is to be expected, but there may be small-scale movements by coastal ships.
Tea	1,878		Calcutta, Cochin, Chittagong.	200,000		The exports of tea should increase to meet higher demand as world prosperity recovers.

	2.	3.	4.	5.	6.	7.
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umber: 197,541 All ports 200,000

It is not possible to forecast the imports of timber. There will undoubtedly be a great demand for building and railway purposes but the war has probably done much damage to forests from which they will take years to recover.

Wattle bark 3,367 Madras 30,000

No change is expected in the imports of wattle bark for tanning.

Other commodities 1,941,402 3,046,080 All ports 2,374,000 3,753,000 This represents in estimated general increase of between 20 and 25 percent.

Total 11,444,839 7,547,221 13,500,000 8,500,000

Cold storage

It is certain that with the return of normal conditions cold storage facilities will be required in ports but the import of cold storage cargo will not be of such magnitude as to affect the cargo capacity of the ports. Separate facilities on a small scale will no doubt be required.

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Consumer
goods.

Consumer goods, other than those specifically mentioned, will continue to form a large proportion of the imports at all major ports. These include hardware and oilman stores. It is not expected, however, that their import will increase materially after the war, as, by the time these are available in other countries for export to India, it should be possible to expand considerably manufactures in this country. Also the import of some descriptions of consumer-goods is likely to be controlled by a quota system.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 19th November 1945.

No. 1967/CB220-44-7

From:

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

SUBJECT:- The Bhatkal Harbour and the Bhatkal-Shimoga Railway.
Sir,

I am directed to acknowledge the receipt of your demi-official letter No. RF.298-42/Pol., dated the 17th September 1945 forwarding a copy of the report of the Inter-Departmental Port Development Committee. It is presumed that, as intimated in your demi-official letter dated the 14th April 1945, this report will be placed before the Policy Committee on Transport and then referred to this State again for comments in connection with our plan for post-war development generally and for minor ports in the interest of coastal shipping.

2. *The Mysore Government wish to urge that, while considering the Report of the Development Committee, the following circumstances with regard to their request for permission to develop a port at Bhatkal to provide for the special needs of the Mysore State and of the surrounding area may be taken into account. As already stressed in the previous correspondence in this connection, the foreign trade of Mysore is of considerable magnitude but as the State is land-locked, it suffers from the handicap of having to transport goods over long distances by rail. The present major ports on the west coast are several hundred miles distant by rail from the industrial and commercial centres in the State, while the sea coast on the west lies within a short distance from the State's frontier, Bhatkal being only about 14 miles from the Mysore frontier. Sixty-two miles of railway from Shimoga to Talaguppa have been already constructed by the State and opened for traffic, leaving*

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only 49 miles yet to be constructed to reach Bhatkal harbour, of which some 12 miles will be in North Canara District of Bombay. Several important industries (e.g., the Mysore Iron & Steel Works, Mysore Paper Mills, Cement Factory, etc.) have been established at Bhadravati, which is only 120 miles from Bhatkal. A big Hydro-Electric Scheme is under execution at Jog, which is about 60 miles from Bhatkal and it is proposed to start certain other major industries in this area. The construction of the proposed harbour at Bhatkal, with the extension of the State railway to that port, will help in the development of the resources of a large area, which is at present ill-served with transport facilities. With the considerable advances now made in the technique of harbour engineering and with the use of electric power, it is expected that the cost of construction would not prove prohibitive. It may, however, be added that this Government are not viewing this project purely from a financial and commercial standpoint, in view of the great advantages that would indirectly accrue to the people of the State as well as to the inhabitants of surrounding area in various other ways.

3. This Government are, therefore, anxious to undertake a re-investigation of the Bhatkal harbour and Bhatkal-Shimoga railway projects (which have to be dealt with together as one single combined scheme) and they feel that a conference of the representatives of the Governments concerned would be the best way of coming to a settlement on the preliminary issues.

I have the honour to be,
Sir,
Your most obedient servant,

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19/11/25
Chief Secretary to Government
ga

No. 1967/C.B. 220-44-7.

dated 19-11-1945.

To

The Secretary to the Hon'ble
the Resident in Mysore,
BANGALORE.

SUBJECT:- The Bhatkal Harbour and the Bhatkal
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Sir,

I am directed to acknowledge the receipt of your demi-official letter No. RF.298-42/Pol. dated the 17th September 1945 forwarding a copy of the report of the Inter-Departmental Port Development Committee. It is presumed that as intimated in your demi-official letter dated the 14th April 1945 this report will be placed before the Policy Committee on Transport and then referred to this State again for comments in connection with our plans for post-war development generally and for minor ports in the interest of coastal shipping.

2. The Mysore Government wish to urge that, while considering the Report of the Development Committee the following circumstances with regard to their request for permission to develop a port at Bhatkal to provide for the special needs of the Mysore State and of the surrounding area may be taken into account. As already stressed in the previous correspondence in this connection, the foreign trade of Mysore is of considerable magnitude but as the State is land-locked, it suffers from the handicap of having to transport goods over long distances by rail. The present major ports on the west coast are several hundred miles distant by rail from the industrial and commercial centres in the State, while the sea coast on the west lies within a short distance from the State's frontier, Bhatkal being only about 14 miles from the Mysore frontier. Sixty-two miles of railway from Shimoga to Talaguppa have been already constructed by the State and opened for traffic, leaving only 49 miles yet to be constructed to

reach Bhatkal harbour, of which some 12 miles will be in North Canara District of Bombay. Several important industries (e.g., the Mysore Iron and Steel Works, Mysore Paper Mills, Cement Factory, etc.) have been established at Bhadravati, which is only 120 miles from Bhatkal. A big Hydro-Electric Scheme is under execution at Jog, which is about 60 miles from Bhatkal and it is proposed to start certain other major industries in this area. The construction of the proposed harbour at Bhatkal, with the extension of the State railway to that port, will help in the development of the resources of a large area, which is at present ill-served with transport facilities. With the considerable advances now made in the technique of ~~the~~ harbour engineering and with the use of electric power, it is expected that the cost of construction would not prove prohibitive. It may, however, be added that this Government are not viewing this project purely from a financial and commercial standpoint, in view of the great advantages that would indirectly accrue to the people of the State as well as to the inhabitants of surrounding area in various other ways.

3. This Government are, therefore, anxious to undertake a re-investigation of the Bhatkal harbour and Bhatkal-Shimoga railway projects (which have to be dealt with together as one single combined scheme) and they feel that a conference of the representatives of the Governments concerned would be the best way of coming to a settlement on the preliminary issues.

and, etc.,

new
Chief Secretary to Government.

HA No 366
12 1 45

HA No 1608
To

The Secretary to the Hon'ble the Resident.

Subject.-

The Bhatkal Harbour and the Bhatkal-Shimoga Railway.

...

Sir,

I am directed to acknowledge the receipt of your demi-official letter No.RF.298-42/Pol. dated the 17th Septr. 1945 forwarding a copy of the report of the Inter-Departmental Port Development Committee. It is presumed that as intimated in your demi-official letter dated the 14th April 1945 this report will be placed before the Policy Committee on Transport and then referred to this State again for comments in connection with our plans for post-war development generally and for minor ports in the interest of coastal shipping.

2. The Mysore Government have gone through the report with interest. Reference may be made to certain observations made by the Committee. While stating that the correct estimation of the traffic at major ports in the first five post-war years is a very difficult task, with the inadequate material now available, the Committee have expressed the opinion that prima facie the present capacity of the major ports is expected to be adequate in the years immediately succeeding the end of the war against Japan. They add, however, that this should not be taken as ~~the~~ last word, especially as the estimates are not founded on firm statistical data and are in some cases based

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para 7 (b)

para 12 (a)

on assumptions which events in the near future may prove to have been not quite correct. With regard to the third term of reference to the Committee, viz., the need for other large and moderately large ports for dealing with India's over-seas trade requirements, the Committee say that ^{while} (judging by the figures available) there are, on the face of it, small grounds for suggesting that more ports are required in India for dealing with over-seas trade requirements, ~~but, at the same time, they add that~~ the committee do not feel justified in merely giving a negative reply to the third term of reference. As they point out, ~~that~~ the distances between the existing ports are great and an allowance of seven big ship ports over a coast-line of about 3000 miles is hardly adequate for an industrially ambitious country looking forward to all-round development on a large scale. They add that there are long stretches of coast line unserved by any well-equipped port, that minor ports already exist, which might be expanded into major ports; and that the siting of a major port must obviously depend upon so many factors, the natural features of the coast line, the geographical distribution of new industries, the mapping of new internal paths of communications, specially railways, etc.

Para 14 (a) (6)

3. The Mysore Government wish to urge that, while considering the Report of the Development Committee the following circumstances, with regard to their request for permission to develop a port at Bhatkal to provide for the special needs of the Mysore State and of the surrounding area may be taken into account. As already stressed in the previous correspondence in this connection, the foreign trade of Mysore is of considerable magnitude but as the State is land-locked, it suffers from the handicap of having to transport goods over long distances by rail. The present major ports on the west coast are several hundred miles distant by rail from the industrial and commercial centres in the State, while the sea coast on the west lies within a short distance from the State's frontier, Bhatkal being only about 14 miles from the Mysore frontier. Sixty-two miles of railway from Shimoga to Talaguppa have been already constructed by the State and opened for traffic, leaving only 49 miles yet to be constructed to reach Bhatkal harbour, of which some 12 miles will be in North Canara District of Bombay. Several important industries (e.g., the Mysore Iron & Steel Works, Mysore Paper Mills, Cement Factory, etc.) have been established at Bhadravati, which is only 120 miles from Bhatkal. A big Hydro-Electric Scheme is ~~being constructed~~ ^{under execution} at Jog, which is about 60 miles from Bhatkal and it is proposed to start ~~some more~~ ^{Certainly major} industries in this area. The construction of the proposed harbour at Bhatkal, with the extension of the State railway to that port, will help in the development of the resources of a large area, which is at present ill-served

with transport facilities. With the considerable advances now made in the technique of the harbour engineering and with the use of electric power, it is expected that the cost of construction would not prove prohibitive. It may, however, be added that this Government are not viewing this project purely from a financial ^{and Commercial} standpoint, in view of the ^{immense} advantages that would ~~indirectly~~ accrue to the people of the State as well as to the inhabitants of surrounding area in ~~various ways~~ Various other ways.

4 This Government are, therefore, ~~most~~ anxious ^{to initiate} that a re-investigation of the Bhatkal harbour and Bhatkal-Shimoga railway projects (which have to be dealt with together as one single combined scheme) ^{taken up immediately} ~~should be ~~very~~ ~~appropriately~~ at the present time and~~ they feel that a conference of the representatives of the Governments concerned would be the best way of coming to a settlement on ^{the} preliminary issues.

I have, etc.,

^{WP} 25/11/45
Chief Secretary to Govt.